(2) Construction of the sanctioned suspension bridge over the Illikkal river in 1093 or at least a foot bridge.

(3) The speedy completion of the Kottayam-Kumarakom road and its extension to the Kumarakom H. G. E. school.

Dewan.—Some progress has been made on this road and some money has been spent even this year. It would appear that certain people are wilfully causing breaches on the road to gain selfish ends. That is what the Executive Engineer says.

Member.—I have spoken to the Executive Engineer already. No breaches are being caused to the road now. Anyhow, I shall undertake the responsibility and see that no such acts are committed hereafter.

(4) Extension of the Kumarakom road to Vetchur.
The people would surrender the lands required free of compensation.

(5) Cutting open the bund across the Maveli canal to the west of the Illikkal river.

(6) The completion of the Pallikonam canal in the current year.

(7) Extension of the Puthenthode from the Kottayam landing place to the Vembanad Lake along the Vettikad Light and through Muthelimada to the west of the Light and Muthantekon.

(8) Removing the two curves in the Chengalam river.

(9) Speedy completion of the road sanctioned from Kottayam to Olesha.

(10) Repairs to the road from Olesha to Thiruvarapu through Chengalam.

The Member also requested that, when local enquiries were being conducted by Peishkars or other Heads of Departments on Assembly representations, notice might be given to the Members who made the representations so that they might also be present.

Dewan's reply.—Noted.

84. Kottayam Market landing.

Mr. Kochitti Kurien (Member, Trading Classes, Kottayam) said that the trade of the town of Kottayam had considerably expanded and that there was scope for still more expansion of trade. The site of the important market at Kottayam was not spacious, being only 528 ft. × 132 ft. in area, that it was insufficient to meet the growing requirements of the market and that the people who resorted to the market on market days were put to great inconvenience and difficulties. The Member suggested that the market landing should be extended to the market and said that, by so doing, there would be additional space as far as the market landing. Of the three landing places at Kottayam, namely, those at Kodimatha, Cutcherry, and the Market, the first was entirely for the use of the planters. The second one was frequented by motor boats, travelling boats, etc., and was not useful for tradesmen. The only landing place used by the trading classes on an extensive scale was the market landing. The market landing was three furlongs away from the market and was precipitous and hence inconvenient for traffic. For loading and unloading goods, a crane should be provided as at Kodimatha. The existence of a waterway near the market was also very desirable as such articles as gunpowder, kerosine oil and petroleum were stored in the market. More than 2,000 boats laden with goods belonging to merchants landed at Alleppey every month at present. If the market landing was extended, goods should be unloaded at the market landing only. The levy of a small toll on all such vessels would not work hardship on the merchants. The Member, therefore, prayed that the market landing might be extended as far as the market.

Dewan's reply.—An estimate has been sanctioned for extending and improving the market landing.

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